

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-07-01 TCC)

9 **APPROVING AN ACCESS POINT ON RIO BRAVO BOULEVARD BETWEEN**
10 **BROADWAY BOULEVARD AND SECOND STREET**
11

12 WHEREAS, Resolution UTPPB R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, and R-
13 01-24 designated NM 500 (Rio Bravo Boulevard/Dennis Chavez Boulevard) from Paseo
14 del Volcan western alignment to Interstate 25 as a high-capacity, high-speed limited
15 access principal arterial with access limited to approximately one-quarter mile at-grade
16 intersections; and

17 WHEREAS, the RailRunner Commuter Rail Station location has been determined
18 and access onto NM 500 (Rio Bravo Boulevard) is being requested;

19 WHEREAS, the RailRunner Commuter Rail Station at Rio Bravo Boulevard has the
20 potential to stimulate transit service and transit-oriented development; and

21 WHEREAS, Rio Bravo Boulevard presents an excellent opportunity to implement
22 Bus Rapid Transit (BRT); and

23 WHEREAS, the New Mexico Department of Transportation (NMDOT) has agreed
24 to sponsor this modification request; and

WHEREAS, Resolution R-05-09 MTB adopted policies for determining roadway access modifications in the Albuquerque Metropolitan Planning Area; and

WHEREAS it is the responsibility of the Transportation Coordinating Committee of the Metropolitan Transportation Board to affect any changes to the Limited Access Roadways in the Albuquerque Metropolitan Planning Area; and

NOW, THEREFORE BE IT RESOLVED by the Transportation Coordinating Committee that,

1. An unsignalized right turn/deceleration lane access will be allowed from Rio Bravo Boulevard between Broadway Boulevard and Second Street to the Rio Bravo/Airport Commuter Rail Station and,
2. This location is identified as a potential transit only left-in/right-out access point and that the existing study be expanded to include the analysis of this option.

The TCC recommends that the following items be considered for implementation of access:

1. Lengthening the eastbound left turn bay at Prince Street; and
2. Potential agreement with property owners to allow for future closing of or changes to the access if operational or safety issues arise that would deem it necessary.

PASSED, APPROVED, AND ADOPTED this 9th day of March 2007 by the Transportation Coordinating Committee of the Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council of Governments of New Mexico.

Stephen R. Miller
Stephen R. Miller, Chair
Transportation Coordinating Committee

ATTEST:



Lawrence Rael
Executive Director